

June 30.

# SCH. CATHERINE AND ELLEN SUNK

## Run Down by Steamer Nacoochee Off Cape Cod Last Evening.

### Crew of 23 Men Saved Lives by Boarding Steamer With Dories.

The fog spectre, that greatest bane of the fisherman's life, has in one week been responsible for no less than three collisions, in all of which the crews of as many fishing craft had the narrowest kind of escapes for their lives, while two of the crafts were sent quickly to bottom and the other one damaged so she had to return to port. The latest addition to the fog-caused collision list is sch. Catherine and Ellen of Boston, which was sunk last evening off Cape Cod by the steamer Nacoochee, her crew of 23 men being saved with only what they stood in.

Sch. Catherine and Ellen, one of the largest and finest fishing crafts of the whole New England fleet, sailed from T wharf yesterday, bound on a haddock trip to her customary ground in South Channel, whither Capt. Bartholemew Whalen has driven her many a time and oft. She was crawling toward Cape Cod in the dungeon of fog when the Nacoochee bound to Boston from Savannah, plunged into her.

Men of the schooner were keeping a watchful lookout and the fog horn was sounding its warning, when the blasts of the steamer's whistle were heard in the distance, which as it sounded nearer and nearer brought all hands on deck and none too soon. For the steamer came headlong out of the fog and the crash came quickly.

#### Crew Saved Themselves by Launching Dories.

Capt. Whalen and his men succeeded in launching some dories and got into them and reached the steamer's side, aided by her searchlight. As they clambered over the side they were mustered aft and a count showed that every man was safe and all right.

The Nacoochee reached Boston early this morning and when the bell rang at T wharf many of the rescued men were on the pier telling their friends how it happened. They never saved a stitch but what they had on when they rushed on deck, and some of them were barefooted when they clambered up the steamer's side.

Capt. Whalen of sch. Catherine and Ellen reported that the schooner had been struck head-on forward, with the steamer's bow smashing its way through the stout timbers of the fishing craft and tearing away all the fore rigging.

#### Too Close Together When Discovered to Avoid Collision.

According to the wireless operator on the Nacoochee the Cape Cod coast had been enveloped in a thick fog for several hours and the steamer was feeling her way slowly along when at 10.30 a little two-masted schooner thrust itself out of the mist directly into the steamer's path. The men in the pilot house of the steamer threw over the wheel and the vessel's nose swung sharply around, just as the little sailing vessel also veered off, but they were too close together to avoid the crash.

Sch. Catherine and Ellen was owned by Capt. Sylvester Whalen, a brother of the skipper, and hailed from Boston. She was built at Essex in 1902, was 145 tons gross and 106 tons net. She was insured, but the crew had no insurance on their outfits the loss of which will be a serious blow to each of them.

The captain of the Nacoochee reports that the accident happened in latitude 42.11 north and longitude 70.20 west, about 16 miles northwest by north of Cape Cod.

#### Shock of Collision Caused Panic Among Passengers on Steamer.

The shock of the collision caused almost a panic among the passengers of the steamer and they rushed about decks in kimono, bathrobes and blankets which they had snatched as they rushed from their berths to the deck. Their terror was soon calmed by the officers and crew, who assured them the steamer was in no danger and uninjured.

Almost with the impact the wireless operator of the Nacoochee sent his danger call of "S. O. S." pulsating through the heavy mist. Nearly every station within a radius of Cape Cod bay picked up the call. The Charlestown navy yard was the first to respond, but interference from one of the Cape Cod plants made her answer indistinct to the Nacoochee, and the Merchants & Miners steamer Quantico, from Philadelphia for Boston, flashed her reply and was asked to stand by the Nacoochee to await developments.

#### French Fishermen Run Down on Banks.

The French line steamer LaLorraine, which arrived at Havre, France, yesterday, from New York, reports being in collision on the Banks with the three-masted French fishing vessel Simone.

The Simone was sunk, but the Lorraine rescued the crew.

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#### HAD ROUGH PASSAGE.

#### Sch. Angie B. Watson Brought Cargo of Fish and Lobsters to Portland.

Rough seas and one gale with the wind howling at the rate of 70 miles an hour was the sort of weather encountered by the Portland fishing sch. Angie B. Watson, which arrived at her home port yesterday from Burgeo, N. F., with a cargo of fish and lobsters. During the 17-day trip to Newfoundland port one of the vessel's topsails was carried away, six barrels of gasoline were washed overboard, and two dories were smashed to bits by seas, which swept over the schooner when the big gale was encountered off the Nova Scotia coast.

Capt. William Sinnett said he had never encountered such severe weather at this season of the year on a trip to Newfoundland.

"We were seven days on the trip going down to Burgeo," said he, and we were seven days coming back

home. Under ordinary weather conditions, we would have made the trip in 10 days or 12 days at the most, so you can see just how we were up against it for weather. It is about 730 miles to Burgeo, and it was a long trip for us, despite the fact that we used the gas engine every mile of the entire trip."

At Burgeo the Watson loaded on 35,000 pounds of salt halibut, 10,000 pounds of fresh halibut, 35 barrels of salt salmon, 1000 lobsters which had been bought by Capt. Skofield for J. W. Trefethen & Co. of Portland.

The trip ended is the last to be made to Newfoundland this season by the Watson and it is probable that she will fit out for sword fishing.

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# LOUISBURG VOTERS VOTE BONUS

## Indorse Recommendation of Town Council Toward Fish Concern.

### Offer Gorton-Pew Fisheries Co. Inducements to Locate There.

The rate payers of the town of Louisburg, C. B., yesterday voted to accept and indorse the recommendation of the town council, giving a five years bonus and exemption from taxes to the Gorton-Pew Fisheries Company of this city, in consideration of that concern placing and maintaining a large fishing plant at that place.

This is the first real evidence that the Gloucester fishing concerns meant what they said when they declared some time ago that in event of the passage of the reciprocity bill they would be obliged to conduct at least part of their business at Nova Scotia ports in order to compete with the Nova Scotia fish concerns.

The Gorton-Pew Fisheries Company has decided to establish such a branch plant at Louisburg, and it is an open secret that other concerns here are also looking for suitable locations along the Nova Scotia shore and also on the Newfoundland south and west coasts. The coming of reciprocity and that alone is the reason for this action on the part of the Gorton-Pew Company and the other concerns.

#### Louisburg Selected as Most Available Location.

The details of the plan of the Gorton-Pew Fisheries Company have been published in the Times recently. Benjamin A. Smith, the firm's vessel manager, looked the ground over and

was impressed with Louisburg as the best place to establish the branch, and in this his judgment was confirmed by Capt. Marvin, the firm's Halifax agent, who is now on the ground. The latter recently appeared before the town council at Louisburg and told its members what the concern had in mind to do; that it would establish a fish plant there, have gasoline auxiliary schooners to go about and collect fish at neighboring out-ports, have a cold storage and smoking house, and be in position to handle the catch or more motor fishing boats.

Capt. Marvin also said the principal business of the firm would be to buy fish and pay cash for the same, and not to interfere with local tradersmen in the outfitting of crafts, outside of their own vessels, and also that it would employ between 40 and 50 people about and in the operation of the plant.

The town council thought well of the proposition, as also did the townspeople, as expressed by their vote of yesterday. The concessions granted to the Gorton-Pew Fisheries Company include a five years exemption from taxes and a \$1000 a year bonus for five years, with other concessions conditional on certain other things being done.

The firm has as yet not decided on the exact location of the plant, which will probably be a new one and built to meet the demands of the business there. No time will be lost, however, in getting to work as soon as the location is picked out.

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#### More Lights for Newfoundland Coast.

The Newfoundland department of Marine and Fisheries will shortly inaugurate active operations for the present season and has a big programme in hand, the erection of no fewer than six or eight lighthouses, fog alarms and beacons on the South and West Coasts, and the construction of some wireless stations on Labrador and off Fogo. The completing of the lighthouse system of the colony by the erection of a number of stations on the South and West Coasts, was one of the planks in the platform of the present government, and it will be carried out as rapidly as circumstances will admit, so that the fullest security for life and property may be afforded the hardy toilers of the sea.

#### New Fish Company Incorporated.

The Watson Fish Company capital \$250,000, was recently incorporated at Portland; directors, John M. Watson, Herbert D. Malone, Winthrop; John J. Hayes, Edward C. Forbes, Boston; Herbert W. Nickerson, Malden; Albert W. O'Brien, Willard Greenwood, Portland, Me.; Benjamin Coffin, South Portland, Me. Mr. Coffin is president, treasurer and clerk. The company will engage in the procuring, wholesaling, packing and otherwise handling of fish and fish products and also the operation of cold storage plants.

#### Fresh Halibut Sale.

The fare of fresh halibut of sch. Gov. Foss sold to the American Halibut Company at 6 cents per pound for white and 4 cents for gray.

The fare of halibut of sch. Rhodora sold to the New England Fish Company at 6 cents per pound for white and 4 cents for gray.

#### Fishing Fleet Movements.

Sch. Helen G. Wells was at Liverpool, N. S., Saturday and cleared.

Sch. Ellen C. Burke cleared from Liverpool, N. S., Saturday.

Schs. Norma and Corona were at Liverpool, N. S., Tuesday and cleared.

Sch. Corona and Norma were at Liverpool, N. S., on Tuesday and cleared.

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#### Will Benefit Entire Trade.

In its weekly resume of the Provincial fish market, the Halifax Chronicle furnishes the following:

"With the prospect of an early signing of the reciprocity treaty, American firms are a little more aggressive in seeking sites and looking after business locations on different parts of our shore. While this naturally causes a little uneasiness among local fresh fish exporters, on the whole the trade welcome the invasion for the simple reason that it will be the principal factor in bringing about an up-to-date method of handling the catch of fish from the bankers. These firms will buy the fish as soon as the vessel comes to land, and after their requirements are filled for the package and fresh fish business they will then, doubtless, be in a position to contract with exporters for any cure of fish desired.

"The trouble in the past has been that exporters could not contract with a middle man for, say, 5000 or 10,000 qtls. of fish for future delivery, and a quality to be cured similar to the Newfoundland or Gaspe method. This fish on our shores is obtainable some months earlier than the Newfoundland article, and there is no reason why 100,000 qtls. should not be exported direct to Europe, and advantage be taken of the high prices there ruling on new cure early in the season."



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## SOME GOOD FARES AT THIS PORT.

Several good fares have arrived here since last report. Yesterday afternoon sch. Rhodora, Capt. Augustus Peterson, arrived from a halibut trip with 22,000 pounds of halibut, 35,000 pounds of fresh fish, 10,000 pounds of flitched halibut and 20,000 pounds of fresh fish, the major portion of the fare being secured on Western bank. Capt. Peterson went first to the Gulf of St. Lawrence, where, like about all the fleet, he was bothered for bait and practically hung up. But for this he says he could almost have loaded the vessel with salt cod, so plentiful were they off Bonaventure, on the Quebec side, but without bait fishing was out of the question. He came to the westward and got some and finished up on Western bank, where he struck good fishing lately.

Sch. Gov. Foss, Capt. Fred Thompson, came in also yesterday afternoon with a fine catch, after being out but a very short time, hailing for 20,000 pounds of halibut and 95,000 pounds of fresh cusk, the trip being caught on LaHave bank.

This morning sch. Paragon, Capt. William Hermon, arrived from LaHave with 22,000 pounds of halibut and 25,000 pounds of fresh and salt fish, and sch. Teazer, which landed her halibut at Boston, brought down her fresh hake and cusk and salt cod.

Yesterday afternoon sch. Edith Silveira came down from Boston with 27,000 pounds of haddock to split and five of the shore seiners also arrived with 225 barrels of bluebacks and just a few small fresh mackerel.

Sch. Virginia came in this morning with 60,000 pounds of fresh fish for the splitters and sch. Eglantine of the Georges drifters arrived with a fare of salt cod.

During this forenoon sch. Carrie C. arrived from Georges handlining and sch. Mary F. Curtis, from fresh and salt shacking, came up the harbor at noon time looking quite deep.

Schs. Maud F. Silva, Mildred V. Numan and John Hays Hammond are coming down from Boston today with their fares of fresh fish for the splitters.

### Today's Arrivals and Receipts:

The arrivals and receipts in detail are:

Sch. Rhodora, Western Bank, 22,000 lbs. halibut, 10,000 lbs. flitched halibut, 35,000 lbs. salt cod and hake, 20,000 lbs. fresh fish.

Sch. Governor Foss, LaHave Bank, 20,000 lbs. halibut, 95,000 lbs. fresh cusk.

Sch. Edith Silveira, via Boston, 27,000 lbs. fresh fish.

Sch. Paragon, La Have Bank, 22,000 lbs. halibut, 18,000 lbs. fresh fish, 5000 lbs. salt cod.

Sch. Teazer, via Boston, 55,000 lbs. fresh hake and cusk, 4000 lbs. salt cod.

Steamer Independence, shore, 60 bbls. bluebacks.

Steamer Bessie A., shore, 20 bbls. bluebacks, 20 small fresh mackerel.

Steamer Mindora, shore, 30 bbls. bluebacks, 110 small fresh mackerel.

Sch. Reliance, shore, 45 bbls. bluebacks.

Sch. Charles A. Dyer, shore, 71 bbls. bluebacks.

Sch. Virginia, Cape Shore, 60,000 lbs. fresh fish.

Sch. Ida S. Brooks, via Boston.

Sch. Eglantine, Georges, drifting.

Sch. Mary A. Curtis, shacking.

Sch. Carrie C., Georges, handlining, 10,000 lbs. salt cod, 2000 lbs. halibut.

### Vessels Sailed.

Sch. Mary T. Fallon, Georges halibuting.

Sch. Sylvania, seining.

Sch. Effie M. Prior, seining.

Sch. Rebecca, Boston.

Sch. Annie and Jennie, shore.

Sch. Emily Sears, shore.

Sch. Leo, shore.

Sch. Florida, swordfishing.

### TODAY'S FISH MARKET.

#### Salt Fish.

Salt Cape Shore mackerel \$13 per bbl.

Trawl bank codfish, large, \$4; medium, \$3.50.

Handline Georges codfish, large \$4.87½, medium \$4.37½, snappers \$3.

Salt "Drift" codfish, large, \$4.62½, medium \$4.25.

Eastern halibut codfish, large, \$4.12½, medium \$3.62½.

Haddock, \$2.00.

Pollock, \$1.75.  
Cusk, large, \$2.50; medium, \$2; snappers, \$1.50.

Hake, \$1.75.  
Eastern shack trip cod, \$4.12½ for large and \$3.62½ for medium.

All codfish with napes picked bring 25c over the above prices.

#### Fresh Fish.

Haddock, \$1.15 per cwt.

Large cod, \$2.40 per cwt.; medium, \$1.85 per cwt.

Peak and Western bank fresh codfish, \$2.20 per cwt. for large and \$1.75 for mediums.

Cusk, large, \$1.75; mediums, \$1.25;

Hake, \$1.  
Dressed pollock, 90 cts., round, 80 cts.

Bank halibut, 6 cts. per lb. for white and 4 cts. for gray.

Fresh "drift" codfish, large, \$2.60 per cwt.; mediums, \$2.05.

Cape North cod, \$2.20 for large and \$1.75 for mediums.

Fresh large mackerel 15c and 17c each; small, 4c each.

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## SEVEN ARRIVALS AT BOSTON.

### MARKET IF ANYTHING, DULLER THAN THAT OF YESTER- DAY.

There is no change in the condition of things at T wharf, except that it is even duller if anything today than Thursday. Since last report there have been but seven arrivals at the fish pier, all with new fish, and already this morning, two of the vessels are on the way down here with the whole trips to split and another will follow.

Yesterday afternoon, sch. John Hays Hammond Capt. Lemuel E. Spinney, arrived after a quick trip to LaHave bank with a fine fare, 30,000 pounds or better of halibut and 50,000 pounds of fresh hake and cusk. He sold his halibut at 8 cents per pound for white and 6 cents for gray, the market having gone off two cents on both kinds since last sales at Gloucester.

The steam trawler Ripple had 51,000 pounds of fish, about all haddock. This morning schs. Maud F. Silva and Mildred V. Numan had the largest fares, but couldn't start a fish and will go to Gloucester to split.

A few haddock sold at \$1.25 and \$1.50 and large cod \$2.50 to \$3, while what few pollock there were brought \$2 to \$2.50.

#### Boston Arrivals.

The fares and prices in detail are:  
Steamer Ripple, 49,000 haddock, 2000 cod, 300 hake.

Sch. Louise R. Sylvia, 9000 haddock, 15,000 cod.

Sch. Maud F. Silva, 12,000 haddock, 14,000 cod, 15,000 hake, 1000 cusk.

Sch. Mildred V. Numan, 7500 haddock, 35,000 hake, 3500 cusk, 1000 pollock, 2500 halibut.

Sch. Flavilla, 19,000 cod.

Sch. Lizzie May, 3500 cod, 5000 hake.

Sch. John Hays Hammond, 30,000 hake, 20,000 cusk, 30,000 halibut.

Haddock, \$1.25 to \$1.50 per cwt.; large cod, \$2.50 to \$3; market cod, \$2.25 to \$2.50; pollock, \$2 to \$2.50; halibut, 8 cts. for white and 6 cts. for gray.

#### Inspecting Proposed Locations.

A St. John's, N. F., exchange says: "By Thursday week's Invermore, Steidman and Halley, representing an American cold storage company which is planning to engage in the purchase and export of fish from this colony, arrived at Port aux Basques en route to Harbor Breton, where they contemplate establishing their enterprise. They are understood to have influential connections in the United States.

"By the Invermore this week, J. W. Lord crossed to Port aux Basques. He is the junior partner in the firm of Trefethen & Lord, which secured the cold storage concessions at the recent sitting of the legislature, and has come here for the purpose of inspecting the Neptune Whaling Company's property at Lark Harbor, Bay of Islands, which his concern purposes to use as one of the five cold storage plants prescribed in that contract. The minister of fisheries after he has returned from accompanying Messrs. Steidman and Halley will join him at Lark Harbor."



